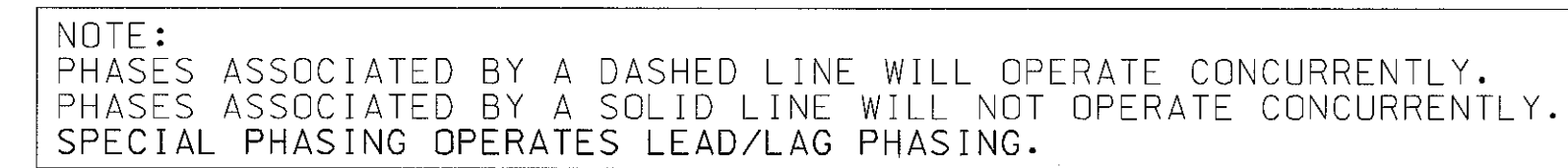


DRILL HOLES



1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
 3. ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
 4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
 6. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
 7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
 8. THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLES IN CONDUIT SYSTEM.
 9. THE 10 FT. CLAMP ON MINI MAST ARM WILL REQUIRE THE CONTRACTOR TO PROVIDE AND VERIFY EXISTING TRAFFIC STRUCTURE DIAMETER MEASUREMENTS IN THE FIELD TO INSURE PROPER CLAMP ON ASSEMBLY PRIOR TO FABRICATION.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEST PITTING AND LOCATING UNDERGROUND UTILITIES IN THE VICINITY OF THE PROPOSED SIGNAL FOUNDATION, ESPECIALLY THE EXISTING SEWER LINE(S) AND THE NEWLY INSTALLED SEWER CONNECTION TO "WOODY'S HOT DOGS" RESTAURANT.

SG-01

SD	SD	STORM DRAIN
G	G	GAS MAIN
W	W	WATER MAIN
S	S	SEWER MAIN
E	E	ELECTRIC CABLES
A	A	AERIAL CABLES
T	T	TELEPHONE CABLES
F	F	FIBER-OPTIC

- R. USE EXISTING BASE MOUNTING CABINET AND CONTROLLER. (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT.)
- S. REMOVE EXISTING POLE, MAST ARM, ALL ASSOCIATED EQUIPMENT AND FOUNDATION 12 IN. BELOW BOTTOM OF PAVEMENT ENVELOPE.
- T. REMOVE EXISTING HANDHOLE AND BACKFILL.
- U. REMOVE EXISTING TRAFFIC SIGNAL HEAD FROM EXISTING MAST ARM.
- V. REMOVE EXISTING OVERHEAD SIGN FROM EXISTING MAST ARM.
- W. DISCONNECT AND ABANDON EXISTING LOOP DETECTORS (DISCONNECT AND REMOVE UNUSED LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES, AND CONTROLLER).
- X. CAP AN ABANDON EXISTING CONDUIT.

DEPUTY DIRECTOR

TAZ	MAR			BRK	TH
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STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
3 BUSINESS AT GREENBURN
ANCH LN/WALMART EN
GLEN BURNIE, MARYLAND

DRAWING NO. TS-3383C	SHEET NO. 16 OF 17
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